

1-8. (canceled)

9. (Currently Amended) A system, comprising:

at least ~~one~~two operable ~~device~~devices with operating states that are producible or changeable, for usage in a vehicle, with an operating panel configured to allow a user to cause at least one of producing existing operating states or changing existing operating states of ~~the~~a respective one of the operable ~~device~~devices;

at least one sensor in the vehicle; and

a decision unit, coupled to the operating panel of the respective operable device, which receives data from said at least one sensor for determining vehicle-specific conditions, at least including the vehicle speed, over a time period of vehicle operation by evaluating the received sensor data and which converts the vehicle-specific conditions into a driving profile indicating an actual driving situation of the vehicle and blocks or releases the existing operating states of the respective operable device according to whether the actual driving situation is detected to be dangerous or non-dangerous, said detection being made on a basis of the driving profile;[[.]]

wherein different speed limitations apply to different ones of said at least two operable devices or different operating states of one of said at least two operable devices in said detection if the actual driving situation is dangerous or non-dangerous.

10. (Currently Amended) A system, comprising:

at least ~~one~~two operable ~~device~~devices with operating states that are producible or changeable, said ~~device~~devices configured for use in a vehicle, with an operating panel configured to allow a user to cause at least one of producing existing operating states or changing existing operating states of ~~the~~a respective one of the operable ~~device~~devices;

at least one sensor in the vehicle; and

a decision unit, coupled to the operating panel of the respective operable device, which receives driving speed data from said at least one sensor for ~~determining~~detection of vehicle-specific conditions by measuring fluctuation of the driving speed of the vehicle over a time

period and blocks or releases the existing operating states of the respective operable device based on the measured fluctuation;[[.]]

wherein different speed limitations apply to different ones of said at least two operable devices or different operating states of one of said at least two operable devices in said detection if the actual driving situation is dangerous or non-dangerous.

11. (Previously Presented) A system according to claim 9, wherein the operable device is operable to perform at least one of receiving or transmitting data.

12. (Previously Presented) A system according to claim 10, wherein the operable device is operable to perform at least one of receiving or transmitting data.

13. (Previously Presented) A system according to claim 9, comprising:
equipment which collects information on at least one of conditions or states under which or by which the operable device is currently being operated, and transmits the information as data to the decision unit.

14. (Previously Presented) A system according to claim 10, comprising:
equipment which collects information on at least one of conditions or states under which or by which the operable device is currently being operated, and transmits the information as data to the decision unit.

15. (Previously Presented) A system according to claim 11, comprising:
equipment which collects information on at least one of conditions or states under which or by which the operable device is currently being operated, and transmits the information as data to the decision unit.

16. (Previously Presented) A system according to claim 12, comprising:
equipment which collects information on at least one of conditions or states under which
or by which the operable device is currently being operated, and transmits the information as
data to the decision unit.

17. (Previously Presented) A system according to claim 9, comprising:
a receiving unit; and wherein
data is received by the receiving unit and is transmitted to the decision unit to be used
alone or together with other data to control the blocking of the operating states or releasing of the
operating states of the operable device.

18. (Previously Presented) A system according to claim 10, comprising:
a receiving unit; and wherein
data is received by the receiving unit and is transmitted to the decision unit to be used
alone or together with other data to control the blocking of the operating states or releasing of the
operating states of the operable device.

19. (Previously Presented) A system according to claim 11, comprising:
a receiving unit; and wherein
data is received by the receiving unit and is transmitted to the decision unit to be used
alone or together with other data to control the blocking of the operating states or releasing of the
operating states of the operable device.

20. (Previously Presented) A system according to claim 12, comprising:
a receiving unit; and wherein
data is received by the receiving unit and is transmitted to the decision unit to be used
alone or together with other data to control the blocking of the operating states or releasing of the
operating states of the operable device.

21. (Previously Presented) A system according to claim 13, comprising:
a receiving unit; and wherein

data is received by the receiving unit and is transmitted to the decision unit to be used alone or together with other data to control the blocking of the operating states or releasing of the operating states of the operable device.

22. (Previously Presented) A system according to claim 14, comprising:

a receiving unit; and wherein

data is received by the receiving unit and is transmitted to the decision unit to be used alone or together with other data to control the blocking of the operating states or releasing of the operating states of the operable device.

23. (Previously Presented) A system according to claim 15, comprising:

a receiving unit; and wherein

data is received by the receiving unit and is transmitted to the decision unit to be used alone or together with other data to control the blocking of the operating states or releasing of the operating states of the operable device.

24. (Previously Presented) A system according to claim 16, comprising:

a receiving unit; and wherein

data is received by the receiving unit and is transmitted to the decision unit to be used alone or together with other data to control the blocking of the operating states or releasing of the operating states of the operable device.

25. (Currently Amended) A method for controlling at least two operable ~~device~~devices, which ~~is~~are used in a vehicle, comprising:

facilitating control~~controlling of~~ an operating panel by a user to cause at least one of producing existing operating states or changing existing operating states of ~~the~~ respective one of the operable device~~devices~~;

receiving data from at least one sensor in a decision unit which is coupled to the operating panel, said data at least including information about the vehicle speed;

determining vehicle-specific conditions over a time period of vehicle operation by evaluating the received sensor data;

converting the vehicle-specific conditions into a driving profile indicating an actual driving situation of the vehicle; and

blocking or releasing the existing operating states of the respective operable device according to whether the actual driving situation is detected to be dangerous or non-dangerous, said detection being made on a basis of the driving profile;[[.]]

wherein different speed limitations apply to different ones of said at least two operable devices or different operating states of one of said at least two operable devices in said detection if the actual driving situation is dangerous or non-dangerous.

26. (Currently Amended) A decision unit coupled to ~~an~~ operating ~~panel~~panels of ~~an~~at least two operable ~~device~~devices with operating states that are producible or changeable, which ~~is~~are used in a vehicle, the decision unit comprising an input ~~for receiving~~configured to receive signals from at least one sensor present in the vehicle;

the decision unit configured to determine~~determining~~ vehicle-specific conditions, at least including the vehicle speed, over a time period of vehicle operation by evaluating the received sensor signal and for converting the vehicle-specific conditions into a driving profile indicating an actual driving situation of the vehicle, wherein the decision unit is configured to block or release an existing operating state of ~~the~~ a respective one of the operable ~~device~~devices according to whether the actual driving situation is detected to be dangerous or non-dangerous, said detection being made on a basis of the driving profile; and

an output configured to output~~for outputting~~ an output signal, which is used for changing the operating states of the respective operable device connected to the decision unit;[[.]]

wherein different speed limitations apply to different ones of said at least two operable devices or different operating states of one of said at least two operable devices in said detection if the actual driving situation is dangerous or non-dangerous.

27. (Currently Amended) An apparatus configured to be coupled to ~~an~~ operating ~~panel~~panels of ~~an~~at least two operable ~~device~~devices, including at least a car radio and car phone, with operating states that are producible or changeable, the apparatus comprising:

a decision unit configured for usage in a vehicle, the ~~apparatus~~decision unit is configured to receive comprising an input for receiving driving speed data from at least one sensor present in the vehicle;

the decision unit configured to determine vehicle-specific conditions by measuring fluctuation of the driving speed of the vehicle over a time period;

wherein the decision unit is configured to block or release the existing operating states of ~~thea~~respective one of the operable device~~devices~~ based on the measured fluctuation;[[.]]

wherein different speed limitations apply to different ones of said at least two operable devices or different operating states of one of said at least two operable devices in said detection if the actual driving situation is dangerous or non-dangerous.

28. (Currently Amended) An apparatus according to claim 27, further comprising:
an output for outputting an output signal, which is used for changing the operating states of the respective operable device connected to the decision unit.

29. (New) The system according to claim 9, wherein a driver of the vehicle is notified about incoming calls even if the actual driving situation is dangerous with respect to the driver accepting the call.

30. (New) The system according to claim 10, wherein a driver of the vehicle is notified about incoming calls even if the actual driving situation is dangerous with respect to the driver accepting the call.

31. (New) The system according to claim 9, further comprising a navigation system, wherein the decision unit is configured such that announcements of the navigation system are to be outputted at least twice at speeds over a critical limit.

32. (New) The system according to claim 10, further comprising a navigation system, wherein the decision unit is configured such that announcements of the navigation system are to be outputted at least twice at speeds over a critical limit.

33. (New) The system according to claim 9, further comprising a navigation system, wherein corresponding location data of the vehicle is transferred to a car phone in order to activate call forwarding depending on a current location of the vehicle.

34. (New) The system according to claim 10, further comprising a navigation system, wherein corresponding location data of the vehicle is transferred to a car phone in order to activate call forwarding depending on a current location of the vehicle.

35. (New) The system according to claim 9, wherein said vehicle-specific conditions further comprise at least one of speed fluctuation, brake activation, steering wheel turning, and inclination angle of the vehicle.

36. (New) The system according to claim 10, wherein said vehicle-specific conditions further comprise at least one of speed fluctuation, brake activation, steering wheel turning, and inclination angle of the vehicle.

37. (New) The method according to claim 25, wherein a driver of the vehicle is notified about incoming calls even if the actual driving situation is dangerous with respect to the driver accepting the call.

38. (New) The method according to claim 25, wherein said vehicle is equipped with a navigation system, wherein announcements of the navigation system are outputted at least twice at speeds over a critical limit.

39. (New) The method according to claim 25, wherein said vehicle is equipped with a navigation system, wherein corresponding location data of the vehicle is transferred to a car phone in order to activate call forwarding depending on the current location of the vehicle.

40. (New) The method according to claim 25, wherein said data further comprises information about at least one of speed fluctuation, brake activation, steering wheel turning, and inclination angle of the vehicle.

41. (New) The decision unit according to claim 26, wherein the driver of the vehicle is notified about incoming calls even if the actual driving situation is dangerous with respect to the driver accepting the call.

42. (New) The decision unit according to claim 27, wherein the driver of the vehicle is notified about incoming calls even if the actual driving situation is dangerous with respect to the driver accepting the call.

43. (New) The decision unit according to claim 26, wherein said vehicle is equipped with a navigation system, wherein the decision unit is configured such that announcements of the navigation system are to be outputted at least twice at speeds over a critical limit.

44. (New) The decision unit according to claim 27, wherein said vehicle is equipped with a navigation system, wherein the decision unit is configured such that announcements of the navigation system are to be outputted at least twice at speeds over a critical limit.

45. (New) The decision unit according to claim 26, wherein said vehicle is equipped with a navigation system, wherein corresponding location data of the vehicle is transferred to the car phone in order to activate call forwarding depending on the current location of the vehicle.

46. (New) The decision unit according to claim 27, wherein said vehicle is equipped with a navigation system, wherein corresponding location data of the vehicle is transferred to the car phone in order to activate call forwarding depending on the current location of the vehicle.

47. (New) The decision unit according to claim 26, wherein said vehicle-specific conditions further comprise at least one of speed fluctuation, brake activation, steering wheel turning, and inclination angle of the vehicle.

48. (New) The decision unit according to claim 27, wherein said vehicle-specific conditions further comprise at least one of speed fluctuation, brake activation, steering wheel turning, and inclination angle of the vehicle.